



The Four Wheel Independent

President's Message

I decided to start the New Year 2020 by reflecting on our 2019 Year. We had some very sad news with the passing of CPC Members and family members of our members. Anytime a loss of a loved one occurs it affects the whole club since we are a big family.

We also had a few hard luck stories in 2019. Jeff's wagon let him sit when leaving for our Rock Lititz Tour, I believe at the end of the tour he was able to get it going and return home safe. Jeff drove his wagon to our Holiday Party so I guess all is good.

Corvair Day at the AACA Museum was a close trip for Francis but turned into a long one. His first trip in his Corvair didn't go so well and it took forever to come a short distance. Hopefully he will get it running and we will see it at our 2020 events. Our trip to Williamsport went very well until on the way home. Lou had a flat tire and Dave to the rescue, changed tire and Lou and

Carol were on their way, arriving home safely. Bruce also had a minor hiccup with his car. The horn blows whenever it feels like it. Hopefully this is minor and it will go away unless Bruce wants to blow at someone. Three of the four drove Corvairs to the Holiday Party which could be a good start to the 2020.

Now for the good times (starting January 2019 with our Holiday Party which had a very good turnout): **April**, we did a tech session which was well attended. I guess we should schedule more of these.

May, was our trip to Clair Brothers Sound in Lititz, where we also had a nice attendance for the tour. Makes me wonder how Jeff at the Ranch is doing with the restoration of Roy Clair's 66.

June, was our cruise to the Markets of Shrewsbury; I believe we had nine Corvairs in attendance. I think we decided to make this a yearly event.

July, was our annual picnic. It was very hot this past year and a few members drove Corvairs. All activities were held inside in the A/C.

September, Corvair Day at the AACA Museum was very well attended. Also in September we had our overnight trip to Penn College and Eagles Mere Museum. We had a good group of members and Corvairs in attendance at the college. Five members and four Corvairs stayed overnight for Eagles Mere Museum the following day. This was a very nice weekend trip.

October, an attempt was made to go see Barry Gerz Car Collection which had to be cancelled.

Please plan to attend our February 11th event and tours planning meeting. During these cold winter months watch your email or call someone in the event of bad weather. Keep in mind, our meetings and events are not that critical to risk an accident to attend.

I finally have the financial results of 2019 Corvair Day which I will share at our February meeting. We will also have some discussion concerning our 2020 Corvair Day. Bring your ideas.

Message on next page

February 2020



INSIDE THIS ISSUE

- Dan Heckel..... 2
- Dues are Due!..... 2
- Happy Birthday..... 2
- Ideas Wanted 2
- Penn College..... 3
- A Note from Joe..... 3
- Upcoming Events..... 4
- Upcoming Club Events..... 4
- Corvair Museum Update 5
- How a rare experimental, aluminum V-8 from the Duntov era found its way into a Corvair 5
- Happy Belated Birthdays 8
- Happy Anniversary 8
- CPCC Membership App..... 9
- Car Parts for Sale 10
- Corvair Cooks Corner..... 10
- CPCC Officers 11

Dan Heckel (Junkman Dan) *Submitted by Dave Steigauf*

Dan or Junkman Dan as most people knew him by, passed away on January 9, 2020. Mo and I were with him. Junkman Dan had recently received news that he had metastatic renal cancer and was in home hospice care.

Dan had been a Corvair Nut for a long time and was quite passionate about his Corvairs. He was a member of CORSA and was a past member of CPCC.

Dan was a unique individual, to use a word and as I told a lot of people who did not fully understand him, my comment was "Dan is Dan", don't get upset, just take him for what he is. Dan was very knowledgeable about Corvairs and had worked with Dick Perris for a number of years and picked up a lot of Dick's knowledge of the cars and parts. Dan was active in the repair, modification, and updating of many Corvair parts and sold them at Corvair shows and to many different suppliers. Dan and his quirky sense of humor will be missed.

Dan had requested to be cremated with no services afterward.

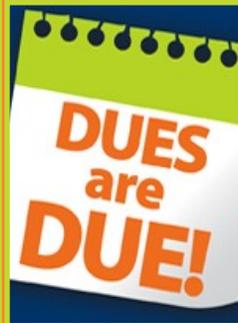


Message

I believe there are two complete sets of Corvair manuals. I have a set and Dave has a set. Just ask and you can borrow at no cost. If you are working on a project and need some help, just ask that is what the club is for.

In closing, I wish everyone a Healthy and Happy New Year. For me every year seems to get better and flies by a little faster.

Happy Corvairing,
JOHN Berkheimer
CPCC President



The following people have not paid their 2020 dues:

Curt Bonser	Randy March	Eugene Spickler
Dean Boyer	Roy Miesse	Denny Shaffer
Dave Fullerton	Paul Miller	Jeff Stonesifer
Dale Geiman	Ronald Nagle	Brooks Thompson
Rich Heisler	Clarence Nuss	Randy Thompson
Keith Kahwagy	Al Roesner	John Warren
Brian Kopp	John Sideras	Larry Yoder

Please submit your membership dues check along with Membership Application (*found on page 9*) to Dave Steigauf or JOHN Berkheimer. Mailing information can be found on page 11 of this newsletter.

NOTICE:

This will be your last Newsletter if dues is not paid.

Thank you

**IDEAS
WANTED**



Do you have any ideas on what the club can do together in 2020? At our February 11th meeting, we will be sharing ideas at the meeting. Please bring your thoughts and ideas. No idea is outlandish!



PENN COLLEGE

Submitted by Joe Darinsig

At the Club Christmas Party I gave out a Penn College Sheet that had a Yellow 1965 Corvair convertible on it. Dave Steigauf mentioned the Corvair being at the college when the Club visited the school and the Automotive Restoration Class some time ago.

My brother and I went up to the Lebanon Expo Center on Saturday 1/11/20 for the US30 Dragfest Show. This moved from the York Expo Center two years ago to Lebanon. Penn College had a display there with two people who giving out information about the school and their different degrees. I asked them about the flyer with the Corvair on it and they gave me the "rest of the story" about it.

The College takes donated vehicles in to work on for training in the automotive courses. Someone donated the Corvair which had mechanical and brake work done. Then it was sent to an auction and sold. Who has it now, they don't know. Another Paul Harvey happy ending!

NOTE: ** I have more of the flyers for anyone who was not at the Christmas Party. **

A NOTE FROM JOE

To all:



Submitted by Joe Darinsig

My deepest apology for not getting back to you this past year! Also, for not answering your phone messages or calling back. I would like to thank all the club members who sent cards and notes as I did not respond to much of anything lately. Linda and I attended the Pittsburgh Corsa Convention last year. We spent the whole week there. I wanted to tow dolly my Stinger there for the Concours. But my legs bothered me too much at that time and for safety purposes, I left it home. Arthritis is the problem! I took a lot of extra models/toys/parts/etc. to flea market. The Convention was great. I did win a few model awards. Linda went on the two bus trips around Pittsburgh.

On September 19, 2018 my oldest Grandson, Brendan Joseph O'Connor, unexpectedly passed away. He had a heart problem they didn't know about. In October he would have turned 23. In high school he played lacrosse and one year of football to earn his varsity jacket. Four years at Wells College in N.Y. playing lacrosse. He joined the Marine Corps and had basic training at Parris Island, S.C for three months. He was furthering his education and Masters at Eastern College in Harrisburg. He joined the Reserves and his Company was also in Harrisburg. After all the above rigorous training and sports we did not know he had this heart condition. He never had a reason to have an EKG or stress test. The autopsy concluded the critical part of his heart failed. My daughter and family were devastated and heartbroken. They went through a rough emotional time. I took it extremely hard. The months crept by and I just couldn't handle it. My problem at that time later I should have had some counseling, but didn't. I had been shut down for months and just couldn't get out of that mood. Now it's 15 months since then and finally moving forward. My daughter and family are doing much better. Brendan is buried in the next row directly across from Terry. The cemetery is very close to my house. I stop by there often to see them. Brendan was like my son, as well as the other Grandsons. They say time heals all wounds, but this will remain until I pass on.

I didn't get my Corvairs In Print article ready for the 2016 Communique issue. Had some other problems then. So, I combined them with the 2017 list. With the new management people taking over I contacted Don Keffe about sending it in for the 2018 issue. He didn't understand how I usually prepare the article for the Communique. The way Mike McGowan and I did it. Don wanted me to do it in a different way, so I sent it to him and it was never published in any future issue. That sort of discouraged me of not doing it anymore. I knew it would be soon time to stop, although I really enjoyed it all those years. Meanwhile I continued with the 2017-2018 list, then stopped adding any more. So that's the end of searching for new articles!

Please don't use my joedarinsig@yahoo.com address anymore. I have thousands of old emails not answered. Use my joedarinsig@comcast.net. I can access and answer it quicker.

Joe

FEBRUARY

Saturday, February 15: Annual Corvair Parts Auction

Saturday, February 15, 2020, indoors at Ashley's Auto Body, 274 Hillside Avenue, Flanders, NJ. All Corvair enthusiasts are welcome! Corvair parts and Corvair-related items are sold to the highest bidder, with a 10% commission of the sale price going to the club treasury. You may bring parts to sell, you may buy, you may do both, or you may just come to enjoy the fun. Doors open 9:00 AM for set-up, bidding begins at 10:30 AM. Pizza lunch is included! For complete auction details, GO TO: <http://www.corvair.org/chapters/njace/auctions.html>. For Auction Lot Cars, GO TO: <http://www.corvair.org/chapters/njace/Auction Lot Cards.pdf>. (A "snow date" of February 22 will be used if the weather is truly bad.)

MARCH

APRIL

MAY

Saturday, May 17: Corvair Ranch Open House 9am—5pm

1079 Bon Ox Road, Gettysburg, PA 17325. More details to follow. Mark your calendars now for this event.

JUNE

17-20, 2020 CORSA Regional Convention "Corvair The Next Generation": will benefit the CPF and CPF Museum 2020: Mini Convention for CPF & CPF Museum Third weekend in June, 2020. A working committee has been formed and has met 3 times already. Contact Mike Hall if you want to volunteer or be part of the committee - the more the merrier – and the easier the work is for each individual. Location: Crowne Plaza Hotel, Springfield Illinois. Tentative Schedule : Wednesday - Welcome Party - Cruise-in at the Motor Heads restaurant - a old car themed location with regularly scheduled cruise-ins. Local classics with Corvairs from the mini with great food available in the restaurant. Thursday: Concours (late morning start) evening activity TBD, thinking Drive-in Movie. Friday - tour/road rally to Decatur to be part of a (Corvair) powered aircraft show then rally to the Corvair Museum - Dinner at the Museum. Saturday - Car Display - maybe a Funkhana. Awards Banquet that evening. Springfield hosted the 2016 CORSA international convention at this same location. Springfield is known as the hometown of Abraham Lincoln with many historic sites related to him. PLUS, Historic RT66 runs through town and will be part of the mini-convention theme. More information and details to come as they develop.

JULY

6-11: Corvair International Convention, 2270 Hotel Circle, San Diego, CA 92108

Now is the time to make your plans to attend and book those flights soon as the pricing right now is very favorable for travel next summer. The Crown Plaza Hotel is a wonderful venue for our convention activities. The San Diego Corvair Club is a buzz these days with lots of activities, ideas, and planning so that our convention will be a fun filled week with lots to see and do. If you have not yet taken the opportunity to do so, please check out www.sandiego.com to get a feel for everything there is to see and do in this great coastal city. Visit the host chapter website: www.sandiegocorvair.com. Making reservations: A dedicated website is available for CORSA members to book their hotel rooms online <https://book.passkey.com/e/49961642>. If you prefer to make your reservations over the phone, call 1-888-233-9527. Please ask for the "CORSA National Convention" rate or Group Code "CNC" when calling. The special room rate for CORSA members will expire 06/06/2020. All individual reservations are subject to a 48-hour cancellation policy.

EVENTS

Upcoming Club Events

**Club meetings* are held at York Hoss's Restaurant in West York. Join us for dinner at 6pm. Meeting begins at 7pm.

February 11: *Club meeting

March 10: *Club meeting

April 14: *Club meeting

May 12: *Club meeting

May 17: Corvair Ranch Open House 9am - 5pm. See additional information on this page in adjacent calendar of events.

June 9: *Club meeting

July (TBD): *Club meeting The meeting will be held at Annual Potluck Picnic.

August 11: *Club meeting

September (TBD): *Club meeting

October 13: *Club meeting

November 10: *Club meeting

December 8: *Club meeting

CORVAIR MUSEUM UPDATE



CPF Museum Moving and speaking of the CPF museum, has moved! Their new address, 10041 Palm Road, Glenarm, IL, is on the historic RT-66 just south of Springfield, IL. The new location is going to be much less expensive to operate and should draw more visitors according to Mike Hall, President, CPF.

Palm Road is a section of the historic Rt-66 and now serves as an access road paralleling I-55 with easy access. So the next time you decide to take the Rt-66 trip from Chicago to Los Angeles (or the reverse route), stop by the museum and take a look at all the Corvair memorabilia!

How a rare, experimental, aluminum V-8 from the Duntov era found its way into a Corvair *by Kyle Smith November 14, 2019 Taken from Hagerty*



The small-block Chevrolet was still in its infancy when Zora Arkus-Duntov thought to ditch the iron casting and go to a more weight-conscious aluminum construction. These V-8 engines are pieces of small-block history, cast in 1959 for the Chevrolet Engineering Research Vehicle (CERV) project that became the first seed of [the mid-engine Corvette](#). Officially unveiled in 1960, CERV I was a testbed—an open-wheel, mid-engine chassis that helped shape Chevy performance and the Corvette for years to come.

Strangely enough, an authentic GM aluminum small-block from this era now lives in the back of a Corvair, of all things. How does that even happen, you might be wondering? I hunkered down and performed some detective work to find out.

For context, [I am a Corvair enthusiast](#) who has long-lusted after building a Crown Manufacturing V-8 car. Even during the height of its production, Crown was a small outfit in Costa Mesa, California, which only built parts for mad scientist Corvair enthusiasts. Crown Manufacturing is now largely defunct after being sold to fellow performance parts manufacturer Otto in the 1970s, and then finally to Clarks Corvair in Massachusetts in 1991.

The Crown V-8 conversion entails tossing out the air-cooled flat-six out along with the backseat and placing a small-block Chevrolet V-8 just inches behind the driver's right elbow. Even a fairly lazy small-block easily eclipses the maximum 180 horsepower offered in the stock Corvair, so the swap made sense for those looking to make a street sweeper sleeper in an era where turbocharger tech was primitive and support for the offbeat Corvair engine was slim.

These conversions are not uncommon, but while perusing my favorite Corvair-focused online forum, I watched a video where a guy named Paul Siano walked around his red 1966 Corvair and made a casual reference the engine in it—an aluminum-block 283. From 1959.

Continued on next page



CROWN MANUFACTURING CO., INC.

858 PRODUCTION PLACE, P.O. BOX 2880, NEWPORT BEACH, CA 92685, 714-642-7381

The Crown Corv-8

The Corv-8 is not a "quick and dirty" week-end trick to gain a little horse-power. It is instead, a complete "system" package of joined together, available components to give the end result of the best handling, quickest, safest, high speed road machine we know how to build. By keeping the essentially stock looking Corvair body, the car doesn't attract the unfavorable attention given by the law to special bodied automobiles which are much harder to build.

This is not a vehicle for a novice driver, nor will it appeal to those who wish nothing but slow speed and soft, over-stuffed chair comfort from their vehicles. When the conversion is complete, it is a superbly balanced unit which stand heads and shoulders above anything that wears license plates for handling and performance.

The Corv-8 when the conversion is complete, will be a sports "G.T." car for the road; a mid-engine, fully independent suspension, stock appearing car, (if you wish) which performs much like a "Group 7" car made legal for the street.

The late model Corvair lends itself to this conversion for several reasons:

- Fully independent suspension.
- A "transaxle package".
- Adequate room for mid-engine V-8 placement.
- Parts common with the GM transmission V-8 line.
- Correct rotation of the transaxle.

Many people ask about using the old, pre-65 swing axle Corvair for this conversion. There have been conversions made on these cars, but the owner/builders all agree that the result is not worth the trouble involved. There is no strong one piece input shaft available as there is for the '66 Corvair with the 4-speed Saginaw transmission. The earlier transmissions are much weaker (gears are smaller) and the suspension is not good enough to provide a basis for a really good road car. Any type of conversion is possible in any type of car, if a person wants to involve time, trouble and expense, but the Crown Corv-8 conversion is meant to be a complete streetable car, with ultimate performance, and V-8 power.

The prototype Corv-8 weighed with a half a tank of gas and no spare tire, was about 3000 pounds. With a used 327", 350hp (stock cast headers and running quiet mufflers) the car ran 105 mph in 12.22 for the quarter mile. The car is extremely stable under full power application and has a minimum of wheel spin and "end-swapping" tendencies due to the low polar moment weight concentration just ahead of the rear wheels. It is no accident that all of today's racing machines are built along these same lines.

The 327 wiped a lobe on the camshaft, making way for a 302 sourced from a Camaro Z/28. Still, the greatest engine was yet to come, and it would come from an unexpected place. He had friends who made more than a little cash by picking over the scrapyards in the surrounding area and buying parts and pieces from the piles of metal headed for the smelter. When one of those friends came up with an aluminum 283, Siano bought it from them for his Corvair.



"I have seen a lot of things that some people don't think exists," said Siano told me over the phone. "Being in the Detroit area during that time, there was all kinds of stuff that the manufacturers sent to scrap for one reason or another. I just happened to be in the right place at the right time."

Paul doesn't recall the exact year he purchased the bare engine block, and he didn't do anything with it right away. In fact, it was nearly 35 years later when he built the engine up for installation in the red coupe, still unaware of the engine's history. Once it was finished, he dropped it into the Corvair and drove it around to some local car shows. It wasn't until a discussion at one of those meetups in 2015 that Siano learned that his Corvair's alloy heart might be something more than just an engine.

I scoffed, thinking it was just bluster. Then it stuck with me. Ate at me. Nobody was correcting him in the comments. I had to know if the engine block in this 'Vair was for real.

The Value of Scrap

Siano is from Michigan, though he currently resides in Florida. His 1966 Corvair has been a part of his life since he purchased it new on the showroom floor. It was adequate for his daily driving, but when he rode in a friend's Crown V-8 conversion, there was no going back. He started the conversion on his red Corsa in the early 1970s, with a 327-cu-in V-8 taking up residence in the back seat.

Continued on next page

A Corvette Connection

Zora Arkus-Duntov had a knack for forward thinking and experimentation. In CERV I's lifespan from 1959 to 1964, Duntov tried out seven powertrains, ranging from a twin-turbocharged V-8 to an all-aluminum 283 V-8, the latter of which was the first engine in the chassis. GM Heritage Collection indicates that the first aluminum small-block in the CERV I had 350 horsepower, which matched the engine's 350-pound weight. The engine block, cylinder heads, water pump, starter body, flywheel and pressure plate were all composed of aluminum.



The GM Heritage Collection confirmed that the original aluminum engine from the CERV I is no longer in company hands, although it couldn't say for sure that Siano's engine was the real deal. These experimental engines were just that—experiments. They weren't held sacred, which means GM wasn't fastidiously tracking their whereabouts once their usefulness had expired.

Is The Proof in the Casting?

Still, it's hard to imagine something important as one of the first original aluminum small-blocks had so easily found its way into the wild. To help paint a picture, Paul kindly provided me with a photo of the casting on the side of the block.



The raised GM casting in the aluminum, along with the ID number starting with 0- matches up with the style of a known “off-the-books” project—the 1963 Chevrolet big-block “Mystery Motor.” That engine was built for racing, NASCAR to be specific, but was also a testbed for advancements that would eventually work their way to production engines. Screw-in rocker studs are one example.

One more intriguing detail—the block has ALCOA markings just below the casting number. Paul was under the impression that the blocks were cast by Alcoa, which is a leader in aluminum technology. I reached out to Alcoa to see if it had any information regarding these old V-8s, and the company responded that it was more likely that Alcoa supplied the material and GM cast the block. Using a third-party's material to cast engine blocks is something GM has done in the past, for example, with the infamous aluminum Vega engines. The information is there, this engine is connected to the CERV 1 and Zora Arkus Duntov's skunkworks on the late 1950s. At the same time, there is zero definitive evidence that suggests this is the engine plucked from CERV 1. Best guess? This is a pup from the litter, but it ain't Balto.

The Cost of History

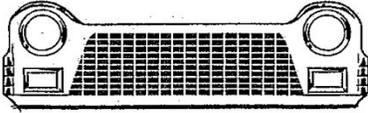
After learning of the connections his 283 had to GM history in 2011, Paul formulated a plan to remove it from the car and replace it with another lightweight engine—a modern GM Bowtie aluminum block, which will up the displacement to 350 cubic inches. He enjoys driving the car too much to have to worry about damaging a piece of small-block history in his back seat. The swap has yet to take place, but in the meantime Paul is being just a little more careful with the engine.

Though he has listed the block for sale a few times in the past, Paul now plans to hold onto it. “It is not an investment, but something that is just too neat to let go of for now,” he says.

Considering it's a hunk of history from one of the most iconic engine families of all time, “neat” is a gross

understatement. To think that this experimental block ever lived inside a Corvair probably sounds a bit like hanging a da Vinci in your drafty garage, but I think it's outstanding. Chevrolet went way out on a limb with the Corvair, just as it did with the aluminum small-block. In a weird way, it's a match made in heaven. *The End*

Here's where ALCOA ALUMINUM gives new cars more *Gleam and Go*

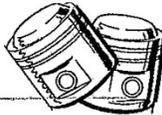


GRILLES of brilliant gold or natural anodized aluminum won't rust, chip, pit, blister or peel.

BODY TRIM of corrosion-resistant anodized aluminum may be beautifully textured and finished in gold or natural color.

BRAKES work faster, safer because of strong, corrosion-free aluminum parts.

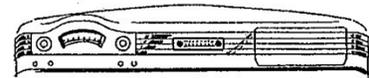
BATTERY CABLES take advantage of aluminum's excellent electrical conductivity.



PISTONS of aluminum are standard on all cars, give better engine performance.



TRANSMISSION and power steering parts of strong, lightweight aluminum alloys give cars more "go."



INSTRUMENT PANELS finished in any of the luxurious hues and textures of aluminum add style and beauty.

Here's how the new cars use aluminum

	Buick	Cadillac	Chevrolet	Chrysler	Continental	DeSoto	Dodge	Ford	Hudson	Imperial	Lincoln	Mercury	Nash	Oldsmobile	Packard	Plymouth	Pontiac	Rambler	Studebaker
Grilles		x	x	x	x	x				x						x			
Interior Trim	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Body Trim	x	x	x	x	x	x	x	x	x	x		x		x		x			
Wheels, Wheel Covers		x																	x
Emblems, Lettering		x	x	x		x	x	x		x		x				x			
Window Frames				x		x			x	x			x						x
Threshold Plates	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Pistons	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Trans. or Flywheel Housings	x	x		x	x	x	x	x	x	x	x	x	x	x		x	x	x	
Power Steering Parts	x	x	x	x	x	x	x		x	x	x		x	x		x	x	x	
Brake Parts	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Battery Cables										x			x						x
Engine Parts	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Transmission Parts	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Electrical Parts	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Paint Pigment	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Upholstery Fabrics	x					x		x			x		x	x					x

BIRTHDAYS ARE SPECIAL DAYS BUT YOU ARE SPECIAL EVERY DAY !!!

HAPPY BELATED BIRTHDAY !!!

Ron Hash	December 7
Amy Taylor Avery	December 13
Brooks Thompson	December 26
Sandy Johnson	January 21
Jacque Aldrich	January 29
Richard Kemmerly	January 30

Happy Anniversary February

Paul & Yvonne Brown	10 th
Dave & Linda Steigauf	27 th

CENTRAL PENNSYLVANIA CORVAIR CLUB, INC. (C.P.C.C.)

Membership Application

C.P.C.C. is a chapter of "CORSA" (Corvaire Society of America). CORSA is a rapidly growing international organization now is boosting over 4000 members and 120 local chapters worldwide.

The C.P.C.C. Chapter has monthly social/family meetings at various locations within the region. Each month you will receive a newsletter announcing the meeting location. The newsletter also contains information about our club members, technical tips, other club activities, auto events, and classified ads.

- The club is for the preservation and interest of the Corvaire automobile.
- We sponsor Corvaire shows, rallies, mini conventions, caravans, parties, and dinners. All of our events are for the member's immediate family.

Dues are payable to: Central Pennsylvania Corvaire Club (C.P.C.C.)
c/o Dave Steigauf
599 Westfield Drive
Landisville, PA 27538

_____ New Membership is \$ 16.00 per year OR \$ 30.00 for two years.
_____ Renewal of membership is \$ 16.00 OR \$ 30.00 for two years.
_____ Interested in joining CORSA.

Member Name: _____ Spouse Name: _____
First Middle Last First Middle Last

Address: _____

City: _____ State: _____ Zip Code: _____

Home Phone: _____ Cell Phone: _____ E-Mail: _____

Number of Corvaire owned (if any)

Year: _____ Model: _____ Body Style: _____ Serial Number: _____

Year: _____ Model: _____ Body Style: _____ Serial Number: _____

Member's Birthdate: _____ Spouse's Birthdate: _____
Month Day Month Day

Wedding Anniversary Date: _____
Month Day Year

Child's Name: _____ Birth Date: _____

Child's Name: _____ Birth Date: _____

Recommended By: _____

Any applicant whom is under the age of (18) eighteen, a parent or legal guardian must sign the application.

Applicant: _____ Date: _____
Signature

Parent or Guardian: _____ Date: _____
Signature

Parent or Guardian: _____
Print full name

FOR SALE
CAR PARTS



Would like to sell all at one lot price. Contact Richard Tross at rgtross@gmail.com.

Corvair Cooks Corner

Tater Tot Breakfast Casserole

Taken from Food Network (Ree Drummond)



INGREDIENTS

One 16-ounce bag frozen Tater Tots
Butter, for the baking dish
1 tablespoon olive oil
1 pound spicy bulk breakfast sausage
1 medium onion, very finely diced
1 cup milk
1/2 cup half and half
1/4 teaspoon seasoned salt
1/4 teaspoon cayenne
4 large eggs
1 red bell pepper, very finely diced
1 green bell pepper, very finely diced
2 cups grated Cheddar cheese
1 cup grated pepper jack cheese
Kosher salt and freshly ground black pepper



DIRECTIONS

1. Line up the tater tots in a buttered 9-by-13-inch baking dish.
2. Add the olive oil to a large skillet over medium heat. Add the sausage and onion and cook, breaking the sausage up with a wooden spoon, until browned and cooked through, 8 to 10 minutes. Set aside to cool slightly, then sprinkle it over the tater tots.
3. In a large bowl, mix the milk, half-and-half, seasoned salt, cayenne, eggs, bell peppers, half of both cheeses and some salt and pepper. Pour over the tots and sausage mixture, then top with the rest of the cheese. Cover with foil and refrigerate overnight.
4. Preheat the oven to 350 degrees F.
5. Bake, covered, for about 25 minutes. Remove the foil and continue to bake until the cheese is brown and bubbly and the casserole is cooked through, another 20 to 35 minutes. Cut into squares and serve.

Clark's
Corvair Parts®

Site of the **World's Largest**
Corvair Parts Supplier
Since 1973

**YOU CAN EMAIL THEM DIRECTLY
AT CLARKS@CORVAIR.COM**

Clark Corvair Parts
400 Mohawk Trail
Shelburne Falls, MA 01370
Phone: 413-625-9776
Fax: 413-625-8498
clarks@corvair.com
www.corvair.com



C.P.C.C. OFFICERS

President

JOHN Berkheimer
403 Dart Drive
Hanover, PA 17331
(717) 632-5617
Email: jhbmail1@comcast.net

Vice-President

John Johnson
550 Gross Road
Fawn Grove, PA 17321
(717) 456-5139
Email: corvair@zoominternet.net

Secretary

Earl Holmes
1511 Hicks Drive
Dauphin, PA 17018
(717) 991-7341
Email: earlzgames@comcast.net

Treasurer

Dave Steigauf
599 Westfield Drive
Landisville, PA 17538
(717) 898-7927
Email: davescorsa@gmail.net

Board Members

Bruce Culp
5565-2 Montgomery Church Road
RD #2
Greencastle, PA 17225
(717) 593-0723
Email: rroop8@yahoo.com

Joe Darinsig
1751 Chesley Road
York PA 17403-4001
(717) 668-4414
Email: joedarinsig@comcast.net

Linda Enfield
11925 High Point Road
Felton, PA 17322
(717) 244-7181
Email: jte448@zoominternet.net

Newsletter/Web Editor

Carol Trimper
30 Wheaton Drive
Littlestown, PA 17340
(717) 451-4290
Email: lcl@pa.net

Club Photographer

Lou Trimper
30 Wheaton Drive
Littlestown, PA 17340
(717) 451-4289
Email: lcl@pa.net

The Corvair Society of America (CORSA)

"Founded in 1969 by and for those who still
appreciate the Corvair automobile"



Central Pennsylvania Corvair Club strongly encourages all members to become members of the Corvair Society of America (CORSA). Anyone with a fondness of the Corvair automobile will benefit from CORSA membership. In addition, we will all benefit by maintaining a strong national presence to lobby our interests and organize our collective purposes.

PLEASE do not overlook the potential value of a CORSA membership. Try it out. Your first year will cost only \$45. If you share our enthusiasm for these superbly engineered and styled cars, why not join our Society today? Domestic dues are only \$45 for 1 year/\$90 for 26 months (two months free!) We are sure you will find it a worthy and rewarding investment!

Visit:

<https://www.corvair.org/index.php/membership/join-register-or-renew> to register online.

CORSA
P.O. Box 68
Maple Plain, MN 55359
(630) 403-5010
www.corvair.org



The Ranch Provides...
New & Used Parts
Full Mechanical Service
Remanufactured Engines
Body & Interior Restoration
Email: corvairranch@embarqmail.com

ABOUT C.P.C.C.

The Central Pennsylvania Corvair Club (C.P.C.C.) is a non-profit organization dedicated to the preservation of the Corvair and Corvair powered vehicles. We provide knowledge about the Corvair to our members and other car enthusiasts, as well as hold monthly meetings, events, and social gatherings for the enjoyment of our members.

C.P.C.C. is Chapter #170 of the Corvair Society of America (CORSA). Dues for C.P.C.C. are \$16.00 per year or two years for \$30.00, which must be sent in the form of a check or money order payable to "C.P.C.C." and mailed to C.P.C.C. Treasurer, c/o Dave Steigauf, 599 Westfield Drive, Landisville, PA 17538, email: davescorsa@gmail.net. Please include CPCC Membership Application form along with your check.

It is suggested that C.P.C.C. members also become members of CORSA, the national organization. CORSA dues are \$45.00 per year. Dues may be sent to CORSA, PO Box 68, Maple Plain, MN 55358 or online at <http://members.corvair.org>.

Newsletter submissions should be sent to the Newsletter Editor, Carol Trimper at lcl@pa.net. Mailing address is 30 Wheaton Drive, Littlestown, PA 17340.

All other club inquiries should be directed to the C.P.C.C. Secretary, Earl Holmes, 1511 Hicks Drive, Dauphin, PA 17018, email: earlzgames@comcast.net.



*Visit us on our website:
centralpacorvairclub.org*

The Four Wheel Independent
30 Wheaton Drive
Littlestown, PA 7340
Email: lcl@pa.net



PLEASE
PLACE
STAMP
HERE